

JULY 12, 1995
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34952

FEDERAL COMMUNICATIONS COMMISSION
1919 M STREET, NW
WASHINGTON, D.C. 20554

@I Doc No. 95-55 JUL 24 1995
FCC MAIL ROOM

TO WHOM IT MAY CONCERN:

REF: NOTICE OF INQUIRY TOWARDS
PRIVATIZING INSPECTIONS.

I WISH TO MAKE IT VERY CLEAR AT THE START THAT I AM ABSOLUTELY OPPOSED TO PRIVATIZING INSPECTIONS IN ANY SERVICE AND ESPECIALLY THE MARINE SERVICE ... TO CARRY THIS TREND FOWARDS CAN ONLY RESULT IN THE PRIVATIZATION AND EVENTUAL DESTRUCTION OF THE F.C.C. ITSELF...LEADING TO CHAOS, THUS JEOPARDIZING SAFETY OF LIFE AND PROPERTY IN MOST AREAS OF OUR SOCIETY.

WHAT THE F.C.C. IS TALKING ABOUT IN THE NOTICE IS THE YEARLY INSPECTION APPARENTLY SINCE, NOWADAYS , THAT IS THE ONLY ONE THAT THEIR BUDGET PERMITS .THIS INSPECTION CAN TAKE UP TO 6 HOURS SIMPLY BECAUSE IT IS VITALLY NECESSARY TO MAKE SURE THAT THE BATTERIES WHICH SUPPLY THE RADIO ROOM EMERGENCY TRANSMITTER IS CAPABLE OF SIX HOURS CONTINUOUS DUTY WHILE ALSO SUPPLYING THE RECEIVERS, AUTOMATIC ALARM KEYS AT THEIR RATED LOADS AND THE RADIO ROOM EMERGENCY LIGHTING. IN MY OPINION, AND MANY OTHERS IN COMMUNICATIONS THIS MORSE CODE EQUIPMENT IS THE COURT OF LAST RESORT WHEN ALL OTHERS FAIL...AS WAS RECENTLY SHOWN WHEN A US PILOT CAPT. O'GRADY BAILED OUT OVER BOSNIA-SERB COUNTRY-SIDE AND SAVED HIS LIFE USING A SMALL BATTERY-SUPPLIED TRANSCEIVER WITH MORSE TELEGRAPHY CAPABILITY.

IT HAS BEEN SAID THAT SOME SHIPS CAPTAINS , ACCORDING TO THE FCC INSPECTORS , REPORT THAT THE SHIPS MEDIUM RADIOTELEGRAPH INSTALLATION IS USED ONLY DURING THE ANNUAL INSPECTION. TO CLARIFY THIS UNTRUE STATEMENT IT SHOULD BE NOTED THAT ON OIL TANKERS WITH VOLATILE CARGOES, THE TRANSMITTERS FOR OBVIOUS SAFETY REASONS MAY ONLY BE TESTED AFTER THE CARGO HOSES ARE COMPLETELY DISCONNECTED AND CLEARED... AND ARE SO REPORTED TO THE CAPTAIN AND LOGGED. ON OTHER VESSELS THEY ARE TESTED ONE HOUR OR MORE PRIOR TO UNDOCKING. FURTHERMORE, THE MAIN AND EMERGENCY XMITTERS ARE TESTED ON THE AIR EVERY DAY WHILE THE VESSEL IS AT SEA.

FURTHERMORE, THE ONLY REASON THEY ARE NOT USED MORE FREQUENTLY IS BECAUSE EITHER THE COMPANY OR THE CAPTAIN DO NOT ENCOURAGE THEIR USE PREFERRING TO USE SATELLITE , OR SSB/VOICE OR PERHAPS SITOR OCCASIONALLY. MEDIUM FREQ. IS USED HOWEVER WHEN SAFETY WARRANTS.

(CONTINUED PAGE 2

FOR EXAMPLE, WHILE I WAS RADIO-ELECTRONICS OFFICER ON THE MV OMI HUDSON/KNJL DURING THE PERIOD 1992-1994 I HAD OCCASION TO INTERCEPT A NEARBY URGENT SIGNAL FROM A MEXICAN SHORE STATION CALL LETTERS XFM MANZANILLA . AS A RESULT WE WERE ALERTED TO A POTENTIALLY DANGEROUS SITUATION NOT TOO FAR FROM OUR VESSEL AS WE WERE PROCEEDING SOUTH TO THE PANAMA CANAL. IT SHOULD ALSO BE NOTED THAT THIS IMPORTANT INFORMATION WAS ***NOT*** HEARD ON SATELLITE NOR WERE WE IN RANGE OF VHF EQUIPMENT. THE 2182KHZ VOICE EQUIPMENT WAS UNUSABLE DUE TO HVY STATIC. IT WAS ONLY 500KHZ THAT GOT THRU! THAT IS PROBABLY THE REASON HPP RADIO PANAMA USES 500 KHZ MORSE TO ALERT SHIPS IN BOTH THE ATLANTIC AND PACIFIC AREAS OF DISTRESS TO LARGE AND SMALL SHIPPING... WHICH IS NEARLY A DAILY OCCURENCE

WITH REFERENCE TO THE STATEMENT THAT THE INSPECTION MAY BE LESS COMPLICATED WITH GMDSS EQUIPMENT AND THEREFOR CORNERS CAN BE CUT, THIS REASONING IS FAULTY ON A NUMBER OF FRONTS. FIRST THE MORE AUTOMATED THE EQUIPMENT IS THE MORE VARIABLES NECESSARILY ARISE. HAVING AN OPERATOR/MAINTAINER LICENSE GIVES ME A LITTLE FAMILIARITY WITH THE SUBJECT...AND I HAVE NO REASON TO BELIEVE THAT A PRIVATE GROUP CAN DO BETTER OR AS WELL AS THE FCC INSPECTORS. THE SHIPPING COMPANIES ENVISION HAVING NO TECHNICALS WHO ARE QUALIFIED TO DO SUCH REPAIRS AS REQUIRED AT SEA AND CERTAINLY THE FCC INSPECTORS WOULD BE NEEDED TO MONITOR COMPLIANCE. IN FACT, WHILE AT SEA THE SCENARIO WOULD BE A BRIDGE PERSON, CAPTAIN, MATE OR SEAMAN WHO ALONG WITH DOING THEIR OWN JOB WOULD ALSO MULTITASK WITH THE GMDSS ... AND IN AN EMERGENCY YOU WOULD CERTAINLY KNOW WHO WOULD BE THE LOSER ... HUMAN LIVES!

IN THIS DAY AND AGE ,WHEN WE HEAR OF MAJOR MARITIME DISASTERS ALMOST EVERY WEEK , IT SHOULD BE CLEAR THAT STUPID BUDGET-CUTTING IS A FALSE ECONOMY WHEN IT RESULTS IN HUGE LOSSES IN HUMAN LIFE AND THE F.C.C. SHOULD SPEAK OUT AGAINST FALSE ECONOMY OR BE COLORED WITH THE SAME BRUSH AS THOSE OPERATORS WHO PLAY THE INSURANCE GAME FOR BLOODY PROFITS.

I AM SENDING A COPY OF THIS LETTER TO MY SENATORS AND CONGRESSMAN AND I HOPE, THAT IN THE INTERESTS OF THE PEOPLE AFFECTED, THE FCC WILL RELEGATE THE NOTICE OF INQUIRY TO THE NEAREST WASTEPAPER BASKET AND GO ABOUT ITS USEFUL WORK AS ALWAYS.

ENCLOSURE; COPIES OF PERTINENT RADIO LOG OF JUNE 27, 1993
ORIGINAL DISTRESS LOGS WERE SENT TO MACKAY RADIO
AT CONCLUSION OF VOYAGE.

SINCERELY YOURS;

Arne F. Hanson
ARNE F. HANSON MREO



INSTRUCTIONS

1. Forward logs to Mackay Communications 24 hours after end of voyage.
2. Bind pages together with title page.
3. Full signature required going on and off watch.
4. An entry is to be made at least every 15 minutes when on watch and during silent periods.
5. No erasures or obliterations permitted.
6. Copy traffic lists daily.

Radio Log

VESSEL MV OMI HUDSON CALL LETTERS KNJL DATE JUNE 27 1993 SHEET NO. 22

| DAY OF MONTH | G.M.T. | STATION CALLED | | STATION CALLING | | PARTICULARS OF COMMUNICATIONS |
|--------------|-------------------------------|----------------|-----------|-----------------|-----------|--|
| | | Call | Frequency | Call | Frequency | |
| 27TH | 1400-15 | | | 500 | | NO SIGNALS HEARD THIS PERIOD |
| | 15-18 | | | " | | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 18-30 | | | " | | NO SIGNALS HEARD THIS PERIOD |
| | 35 | CQ | | WLO | 12990.5 | TFC LIST NIL FER KNJL |
| | 30-45 | | | 500 | | NO SIGNALS HEARD THIS PERIOD |
| | 45-48 | | | " | | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 48-1500 | | | " | | NO SIGNALS HEARD THIS PERIOD |
| | 1500-15 | | | " | | NO SIGNALS HEARD THIS PERIOD |
| | 15-18 | | | " | | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 18-30 | | | " | | NO SIGNALS HEARD THIS PERIOD |
| NOTE: | | | | | | WE ARE OFF MANZANILLA MEXICO AND CIRCLING SINCE THIS EARLY AM. AWAITING TO PUT ASHORE A CREW MEMBER NEEDING MEDICAL ATTENTION. |
| | 35 | CQ | | WLO | 12990.5 | TFC LIST NIL FER KNJL |
| | 30-45 | | | 500 | | NO SIGNALS HEARD THIS PERIOD |
| | 45-48 | | | " | | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 50 | | | | | TESTED RADIO ROOM EMERG. LITES, OPERATION OK BOTH SWITCHES |
| | 1555 | | | " | | TESTED RADIO ROOM EMERG. RECEIVER, OPERATION NORMAL AS COMPARED TO MAIN RECEIVER. OPERATES OK ON AC AND DC EMERGENCY BATT. VOLTAGE 14.7V. ON TRICKLE CHARGE. |
| | 1558 | | | WWV | 10 MHZ | TIME TICK RADIO ROOM CLOCK 35 SECS SLO CORRECTED IT. |
| | 1548-1600 | | | 500 | | NO SIGNALS HEARD THIS PERIOD |
| | 1600-15 | | | " | | NO SIGNALS HEARD THIS PERIOD |
| | 15-18 | | | " | | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 18-30 | | | " | | NO SIGNALS HEARD THIS PERIOD |
| | 30-45 | | | " | | NO SIGNALS HEARD THIS PERIOD |
| | 35 | CQ | | WLO | 12990.5 | TFC LIST NIL FER KNJL |
| | 30-45 | | | 500 | | NO SIGNALS HEARD THIS PERIOD |
| | 45-48 | | | " | | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 55 | CQ | | KFS | 12578.9 | TFC LIST, NIL FER KNJL, RPT OF WX WE COPIED EARLIER ON WLO. RE. TROPICAL DEPRESSION 3E |
| | 1648-1700 | | | 500 | | NO SIGNALS HEARD THIS PERIOD |
| | 00-15 | | | " | | NO SIGNALS HEARD THIS PERIOD |
| | 15-18 | | | " | | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 25 | V | | KNJL | 500 | TESTED EMERG. XMITTER, ON EMERG. ANTENNA. ANTENNA CURRENT 2.8 AMPS. KEYING OK. KEYDOWN E. 12.7VOLTS. |
| | 26 | | | 410 | | TESTED AUTO ALARM SIGNAL GENERATOR, USED EMERG. XMITTER. SENT 1 4 SEC DASH, ONE 1 SEC SPACE, ONE 2 SEC DASH, TIMING IS ACCURATE, MIN. RADIATION, ANTENNA DETUNED |
| | 18-30 | | | 500 | | NO SIGNALS HEARD THIS PERIOD |
| | 30-45 | | | " | | NO SIGNALS HEARD THIS PERIOD |
| | 45-48 | | | " | | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| NOON | 48-1800 | | | " | | NO SIGNALS HEARD THIS PERIOD |
| | 1800 | | | " | | OFF WATCH <i>OT Hanna</i> AUTO ALARM ON, DELAYING TEST BECAUSE WE ARE NOW INSIDE THE HARBOR OF MANZANILLO MEXICO. |
| POSN. | MANZANILLO MEX. 1903N, 10446W | | | | | |
| | 2000 | | | 500 | | ON WATCH <i>OT Hanna</i> AUTO ALARM OFF |
| | | | | " | | PILOT LEFT SHIP WE NOW UNDERWAY FOR PANAMA |
| | 2010 | CQ | | WLO | 12990.5 | CREW MEMBER NEEDING MEDICAL ATTENTION WAS PUT ASHORE. COPIED FROM DISC THE WX REPORT FM WLO AT 1935Z REF; TROPICAL DEPRESSION 3E |

| DAY OF MONTH | G.M.T. | STATION CALLED | | STATION CALLING | | PARTICULARS OF COMMUNICATIONS |
|--------------------|---------|----------------|-----------|-----------------|-----------|---|
| | | Call | Frequency | Call | Frequency | |
| 27TH | 2000-15 | | | | 500 | NO SIGNALS HEARD THIS PERIOD |
| | 15-18 | | | | " | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 18-30 | | | | " | NO SIGNALS HEARD THIS PERIOD |
| | 35 | CQ | | WLO | 16990.3 | TFC LIST NIL FER KNJL |
| | 30-45 | | | | 500 | NO SIGNALS HEARD THIS PERIOD |
| | 43 | | | NMC | 17149.3 | COPIED WX FAX OF AREA 22 DEGREES N TO EQUATOR IN |
| | 45-48 | | | | 500 | PACIFIC SHOWING THE TROPICAL DEPRESSION THREE E |
| | 48-2100 | | | | " | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 2100-15 | | | | " | NO SIGNALS HEARD THIS PERIOD |
| | 15-18 | | | | " | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 18-30 | | | | " | NO SIGNALS HEARD THIS PERIOD |
| | 35 | CQ | | WLO | 16990.3 | TFC LIST NIL FER KNJL |
| | 30-45 | | | | 500 | NO SIGNALS HEARD THIS PERIOD |
| | 45-48 | | | | " | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| 28TH | 48-2200 | | | | " | NO SIGNALS HEARD THIS PERIOD |
| | 2200 | | | | " | OFF WATCH <i>QTH</i> AUTO ALARM ON TESTED |
| | 05 | | | CH16 | | IT 4 DASHES TO RING ALL BELLS. ALSO TESTED HAND RIN |
| | 12 | | | 2182 | | ER PHONE TO BRIDGE. OPERATES OK. |
| | | | | | | TESTS OF RDO ROOM VHF TRANSCEIVER AND TESTS OF TWO BRID |
| | | | | | | VHF TRANSCEIVERS SHOW THEM ALL TO BE OK. |
| | | | | | | TESTED RADIO ROOM 2182KHZ WATCHKEEPING RECEIVER AND |
| | | | | | | FOUND TO BE OPERATING NORMALLY. SQUELCH OK. REMOTE UNI |
| | | | | | | ON BRIDGE OK |
| | 0000 | | | | 500 | ON WATCH <i>QTH</i> AUTO ALARM OFF |
| | 00-15 | | | | " | NO SIGNALS HEARD THIS PERIOD GRN3 |
| | 15-18 | | | | " | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 22 | WLO | 16812.5 | KNJL | 16688.8 | SENT AMVER # 2800007 VIA SITOR SSB 750 WATTS. |
| | 24 | KNJL | 16688.8 | WLO | 16812.5 | REF: 019155 TIME: 28:0024Z (QSL) |
| | 18-30 | | | | 500 | NO SIGNALS HEARD THIS PERIOD |
| | 33 | | | | | TESTED EMERG. BATTs. TOTAL E 14.7 VOLTS PILOT CELL #2 |
| | 30-45 | | | | 500 | 1.45V ON TRICKLE CHARGE POLARITY CORRECT. WATER LEVEL |
| | 45-48 | | | | " | NO SIGNALS HEARD THIS PERIOD |
| | 48 | XXX | | XFM | " | SILENT PERIOD OBSERVED NO SIGNALS HEARD GRN4 |
| | 49 | XXX | | XFM | 479 | QSW 480?? |
| | | | | | | LAT 17-41.5N AND LONG 102-06.0W THE VESSEL TANK/ |
| | | | | | | BETULA/ ? IN DANGER OF SINKING, CARGO ON BOARD 4000 |
| | | | | | | TONS OF SULPHURIC ACID AND THERE ARE SULPHUROUS |
| | | | | | | FUMES? ON THE AIR- PLEASE KEEP OUT THIS AREA. |
| | | | | | | THE VESSEL IS TOWED BY TUG /U2/MAL, --- HARBOUR MASTER |
| | | | | | | LAGARO CARDENAS AR GRU? 500 4/8/10 MHZ |
| | 0055? | XFM | | KNJL | 500 | PSE RPT THE XXX (I, WANTED VERIFICATION OF POSITION |
| | 56 | KNJL | | XFM | " | AND WA VESSEL) |
| | | KNJL | | XFM | " | (REPEATED POSN AND TOWED) GRN QUITE BAD AND HIS SIG |
| | | | | | | WAS VARYING. |
| | | | | | | PSE QRA? I REPLIED MV OMI HUDSON AND THANKED HIM GAVE |
| | | | | | | HIM QSL OF XXX. THEN CLEARED. |
| | 0000 | | | | 500 | OUR POSITION IS 1827N, 10356W |
| | 0100-15 | | | | " | NO OTHER SIGNALS HEARD THIS PERIOD |
| | 15-18 | | | | " | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | 18-30 | | | | " | NO SIGNALS HEARD THIS PERIOD |
| | 35 | CQ | | WLO | 16996.1 | TFC LIST NIL KNJL BUT COPIED ALL WX PERTAINING TO |
| | 30-45 | | | | | TROPICAL DEPRESSION THREE E. WHICH IS COMING QUITE |
| | 45-48 | | | | 500 | CLOSE TO US PERHAPS. |
| | 48-0200 | | | | 500 | NO SIGNALS HEARD THIS PERIOD |
| | 0200 | | | | 500 | SILENT PERIOD OBSERVED NO SIGNALS HEARD |
| | | | | | | NO SIGNALS HEARD THIS PERIOD |
| | | | | | | OFF WATCH <i>QTH</i> AUTO ALARM ON |